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50X1-HUM

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- (a) NEISSE RAILWAY BRIDGE AT FORST/TAUBITZ. M.R. 09/4779707.

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The wooden bridge which was constructed over the NEISSE alongside of the destroyed railway bridge is still in existence. The bridge is, however, hardly ever used for railway traffic as it has not been reconditioned since its construction at the end of the war and its serviceability is in some doubt. There is no talk of reconstructing the main railway bridge at this point. The entire goods traffic from the area COTTBUS - FORST travels along the single line track FORST - TAUBENDORF - GUBEN. Shunting of trains in FORST is no longer necessary as a link line has been built (completed Easter 1951) which allows direct contact COTTBUS - FORST - GUBEN.

- (b) THE THREE NEISSE ROAD BRIDGES AT FORST, around M.R. 09/7779

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All three road bridges over the NEISSE in the FORST area were destroyed at the end of the war and, up to November 1951, no reconstruction had been completed. There is no contact either by bridge or by ferry with the eastern suburb of FORST, which is under Polish control. The FORST suburb SACRO previously possessed a road bridge; this has also been destroyed and no rebuilding attempted.

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- (c) FRONTIER CONDITIONS

- (i) No employee of the electricity, gas, water or sewage services employed in FORST is allowed to visit the Polish-controlled suburbs in order to carry out any works.
- (ii) No person dwelling in FORST has employment east of the NEISSE; road and ferry contact is completely severed.
- (iii) Both banks of the river are closely controlled by German or Polish police.
- (iv) The crossing for all road traffic from the area COTTBUS - FORST is the autobahn bridge at KEMIN BADENUSSEL (M.R. 09/4849635). This is on the autobahn stretch BERLIN-BREISLAU. The subsidiary road bridge at KEMIN BADENUSSEL (M.R. 09/4845334) has been destroyed and no re-building has been undertaken.

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(c) Dam:

Towards the middle of August there was still an aperture of about 2 m left in the temporary retaining dam (STAUDAMM) at the S confluence of the river ECKELNEISSE with the NEISSE. Contd.

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It had not yet been possible to close this dam because

- (i) the pressure of the water of the NEISSE, diverted into the EGELNEISSE, was so strong that the bridge foundations of the ALTE-POST-STRASSE, now renamed CYRIANKWICZ-STRASSE, leading over the EGELNEISSE, have sunk owing to the washing away of the earth beneath and the bridge has had to be closed;
- (ii) The TUCHFABRIK LEHMANN'S WITWE U. SOHN (Textile Factory Widow LEHMANN & SON), [redacted]

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[redacted] draws its water from the NEISSE and must therefore be supplied with water from elsewhere before the retaining dam is closed, as otherwise it will come to a standstill.

SECRET CONTROL**U.S. OFFICIALS ONLY****(d) River:**

The river bed of the NEISSE is about 45 m wide at the GROSSE NEISSEBRÜCKE (Great Neisse Bridge) and about 75 m wide S up to the confluence of the EGELNEISSE.

The normal depth of water, with water stored in the retaining weir (STAUWEHR), was about 4 m whereas the normal depth of water at SCHLAGSDORF (P 9/A 7790) was about 2 m.

The channel of the NEISSE is now only about 10 m wide and at the most 30-50 cm deep following upon the diversion into the EGELNEISSE and owing to the destruction of the retaining weirs (STAUWEHRE) in GUBEN and GROSS GASTROSE (P 9/A 7587) - in GROSS GASTROSE the NEISSE was dammed for the large corn mill on the E bank.

The river bed of the NEISSE has become grown over and run wild in the post-war years with trees, shrubs and brushwood along either side of the narrow water channel.

The NEISSE at GUBEN can be forded at any point without difficulty.

The river-bed is, however, a no-man's-land for on either bank there are boundary posts 2 m 50 high, these being red-and-white on the Polish and black-red-and-yellow on the German side.

The SCHÜTZENINSEL (Marksman's Island) between the Great Neisse Bridge and the ACHENBACH-BRÜCKE belongs to Poland. The former SCHÜTZENHAUS (Shooting Gallery or Riflemen's Clubhouse) and STADTTHEATER [redacted]

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[redacted] on this island were destroyed by fire and later blown up.

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The island now has a completely neglected appearance.

(e) Bridges:

- (i) The concrete bridge leading over the NEISSE from SCHLAGSDORF (P 9/A 7790) was blown up by the Poles after the capitulation and, [redacted] has not yet been reconstructed.

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- (ii) Besides the retaining weir (STAUWEHR) for the GUBEN Power Station the GROSSE NEISSEBRÜCKE (Great Neisse Bridge) is also to be reconstructed [redacted]

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For this purpose the bridge piers, which suffered serious damage when the bridge was blown up, are at present being taken away and NOT [] being blown up. 50X1-HUM

(f) Road Block:

The LOHMÜHLEN-STRASSE is blocked only from the Great Neisse Bridge up to but excluding WINKEL-STRASSE so that there is free access through the WINKEL-STRASSE and LOHMÜHLEN-STRASSE to the bathing establishment on the W bank of the NEISSE about 50 m S of the temporary retaining dam. The LOHMÜHLEN-STRASSE S of the bathing establishment is again blocked up to the EGELNEISSE. The former bathing establishment on what is now the Polish E bank is no longer in existence. 50X1-HUM

(g) Power Station:

The UMSPANNWERK (Transformer Station) in the SPRUCKER-STRASSE []

[] obtains its current from the MÄRKISCHES ELEKTRIZITÄTSWERK ("MEW") at FINKENHEERD (P 9/V 6626).

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The following GUBEN streets have been renamed:

From:	To:
BERLINER-STRASSE	THÄLMANN-STRASSE
UFER- "	MACELLI-NOWOTKO-STRASSE
ADOLF-HITLER- "	STRASSE DER FREUNDSCHAFT!

(i) Railways:

- (i) Of the 4 platforms of GUBEN railway station Nos. 1 & 2 are used for German civilian transport. Platforms 3 & 4 are for the exclusive use of the Russian occupation forces.
- (ii) The railway line from BERLIN to GUBEN via FRANKFURT/Oder is operating as a double track but the stretch from GUBEN to COTTBUS (P 8/1 5471) still as a single track.
- (iii) The stretch from GUBEN railway station to the railway bridge of South GUBEN is at present only a single track whereas the railway bridge itself has been restored as a double track. Between the station and the bridge, along the second track of sleepers without lines, old goods trucks are standing which are in need of repair.
- (iv) The light railway (KLEINBAHN) from GUBEN to FORST (Q 9/1 7771) has again been in operation since Early 1952.

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[redacted] almost every day a goods train of 20-25 trucks, fully laden with railway [redacted] axles with wheels, came from the direction of FURSTENBERG/Oder (P 9/V 7416) and went in the direction of CROSSEN (P 9/W 0408) - [redacted]

[redacted]

(j) Factories:

- (i) The HUTTENKOMBINAT OST (East Foundry Combine) in FURSTENBERG/Oder (P 9/V 7416) is continually taking on more and more hands from other industries. The number of applicants is great as average specialist workers earn 450 Eastmarks a month and activists at least 600. The building programme in FURSTENBERG is being pushed forward at pressure in order to provide accommodation for the mass of workers. Workers have a claim to a flat when, in addition to their other work, they have performed 200 hours of voluntary building work on the blocks in question.

- (ii) The GUBEN Textile Factories

LEHMANN'S WITWE & SOHN,
HUSCHKE,
LEHMANN & SOHN,
REISSNER & CO.,

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have all been amalgamated under the style of

VEB GUBENER WOLLE (GUBEN Wool, "People's Own" Concern).

These, together with the textile factory SALEWSKI & RADE which is now known as VEB HAARGARNSPINNEREI (Harp Yarn Spinning Mill, "People's Own" Concern), have received a large contract for the manufacture of field-grey uniform material for the VOLKSPOLIZEI.

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[redacted]
All the factories are therefore working on day and night shifts. 50X1-HUM

[redacted]

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MR: Town Plan of CHEMNITZ

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RAW CHEMNITZ/LAND SACHSEN.1. LOCATION

The Reichsbahn-Ausbesserungswerk CHEMNITZ was located in the north part of CHEMNITZ east of the railway junction BERLIN - DRESDEN (see MR G 1).

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Approx. 2,000 workers were employed in two shifts of 8 hours each on 6 days per week. If required work was also carried out on Sundays.

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3. PRODUCTION

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approx. 10 - 15 locomotives of various types had been repaired and completed per month. Repair work was mainly carried out on steam pipes and boiler mantles. There was a shortage of copper steam pipes until May 1952. Since then larger quantities of copper steam pipes of 10 - 14 cm inner diameter and 1 cm wall thickness were received from unknown sources. Besides this pipes of an unknown alloy were used which also had 10 - 14 cm inner diameter but 1 1/2 - 2 cm thick walls.

In addition 4 - 5 new locomotives of unknown type were completed and forwarded to an unknown destination.

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Locomotives of the reparation goods trains (Brigadezuge) were a priority. They were repaired with the best material available.

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TOWN PLANNING CHEMNITZ/LAND SACHSEN1. TRAMWAYS AT CHEMNITZ

Line 1. Planitzstrasse - Strasse der Nation - Falkeplatz - Zwickauer Str - SIEGMAR-SCHOENAU.

Line 3. BERNSDORF - Bernsdorfer Strasse - Zwickauer Strasse - ROTTLUF.

Line 4. BERNSDORF - Bernsdorfer Strasse - Markt - Schauspielhaus - Hartmannstrasse - Leipziger Strasse - BORNA.

Line 5. Hauptbahnhof - Strasse der Nation - Poststrasse - Annaberger Strasse - ALT CHEMNITZ.

Line 7. GABLENZ - FURTH.

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MR: Town Plan of CHEMNITZ

Line 8 KASZBERG - Weststrasse - EBERSDORF - HILBERSDORF.

Line 10 Hauptbahnhof - Weststrasse (This line was only in operation during heavy traffic hours).

2. BUS LINES

- (a) CHEMNITZ - ZSCHOPAU
- (b) CHEMNITZ - ANNABERG
- (c) CHEMNITZ - FRANKENBERG
- (d) CHEMNITZ - BURGSTAEDT

3. RE-NAMING OF STREETSOld name

Koenigstrasse
 Strasse der SA
 Platz der Alten Garde

New name

Strasse der Nation
 Ernst Thaelmann Strasse
 Leninplatz

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4. FIRE GUARD

no new vehicles of the fire service were seen since
 the end of the last war.

5. RAILWAY LINES

The second track of the railway line CHEMNITZ - LEIPZIG was dismantled
 in 1948 and rebuilt during 1949/50.

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Rly lines in ROZSubject matter

- (a) Rly line CHEMNITZ - NIEDERWIESA.
- (b) " " BUTZOW - SCHWAAN.
- (c) Rly bridge at GÜRLITZ across the river Neisse.
- (d) Rly line SALZWEDEL - DIESDORF.
- (e) " " DUCHEROW - SWINEMÜNDE.
- (f) " " ZITTAU - OBERODERWITZ.

Information

- (a) Rly line CHEMNITZ [redacted] - NIEDER-
WIESA [redacted]

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[redacted] this route is double tracked.
As far as he can remember the second track had not
been dismantled after the war.

- (b) Rly line BUTZOW (M 54, UTM, PE 9670) - SCHWAAN
(M 54, UTM, UV 1081).

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The relaying of the dismantled track between
these two points has not yet started. No preparations
have so far been made.

- (c) Rly bridge at GÜRLITZ (O 52, B 0607) across the
river Neisse.

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[redacted] the bridge is still destroyed
and that no reconstruction work has so far commenced.

- (d) Rly line SALZWEDEL (M 53, UTM, PD 4457) - DIESDORF
(M 53, UTM, PD 2646) via DAHRE (M 53, UTM, PD 2852).

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In winter 51/52 [redacted] the local population,
especially the farmers, indicated that this line
was to be taken up. Until May 52 [redacted]
[redacted] no dismantling work had so far
commenced.

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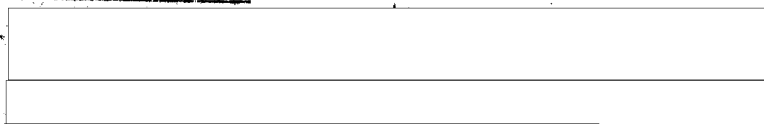
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The section DIESDORF - WADDEKATH (M 53, UTM, PD 2144) of the route BREITZENDORF - WITTINGEN had been re-opened to traffic in summer/autumn 1951. The section WADDEKATH - WITTINGEN (M 53, UTM, PD 1643) across the interzonal frontier is still only worked intermittently.

- (e) Rly line DUCHROW (N 54, Q 0091) - SWINEMUNDE (N 54, L 2810).

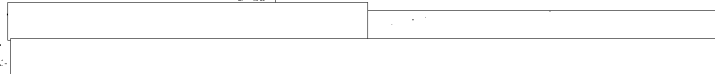


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the route was to be re-opened within the near future. The rly bridge at map ref. L 035000 was said to be already completed. Only the rails had been dismantled

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the line will not run to SWINEMUNDE but to AHLBECK (N 54, L 2412).

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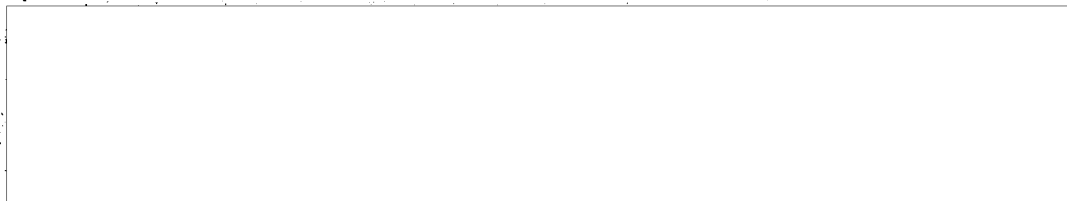
- (f) Rly line ZITTAU (O 51, UTM, VS 8638) - OBERODERWITZ (O 51, UTM, VS 8046).



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No work has commenced on relaying the second track between these two points and nothing indicates that this will be done within the near future.

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Subject matter

- (a) Rly line FRANKFURT/Oder - GUBEN.
(b) Frontier conditions.

- (a) Rly line FRANKFURT/Oder - GUBEN

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the whole route is still operated as a single tracked line though the relaying of the second track had already commenced, probably in the second half of 1951.

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the whole route is to be double tracked and that this is being done in connection with the opening of the steel works at FURSTENBERG.

only piece work has been carried out so far and no through-section had been completed.

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relaying of the second track was under progress at NEUZELLE.

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- (b) Frontier conditions

(c) There are no arrangements for frontier crossing between FURSTENBERG and RATZDORF. No boats are available.

(d) The area just west of the river dike can be entered by everybody. The DDR identity card is sufficient and no other certificates are required.

The dike and the area between it and the river can be entered by members of sports clubs if they are in possession of the necessary membership cards. Since autumn 51 members of fishing clubs have also been allowed to enter this area. According to verbal instructions from the Grenzpolizei it was forbidden to enter the river itself.

Controls along the river line in this area are ~~only occasionally~~ carried out by the Grenzpolizei and at very irregular periods - two men always. Posts have not been set up on the German bank of the river.

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